

ROAR

Magazine of the Peugeot Association of Canberra



August 2012

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ON THE COVER

This immaculate restored 203 was the highlight of the sale of Peugeots owned by the late Robert East. It went for \$14,300. Photo: Colin Handley.

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(PAC)

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The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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Greetings all,

I have now owned my 508 for 12 months, having travelled just over 20,000km in that time. Thus far, with judicious choice of parking places, I have avoided side damage from car doors and the like. It might take a few minutes longer to find a 'safe' parking place, but I think it's worth it to keep the car in pristine condition. Apart from a couple of tiny stone chips to the paintwork, and a scuffed wheel rim (my fault) the car still looks, feels and smells like new.

Recently, when I took the 508 into Melrose Peugeot for its 20,000km service, I was loaned a 308 e-HDi for the day. In terms of creature comforts and ride, it was a bit of a come down from the 508, but I was interested to drive it nevertheless.

The 308 e-HDi has a 1.6 litre diesel engine, featuring the so-called stop and start technology to improve fuel efficiency – the engine automatically switches off when the car stops moving. Then, when you want to drive off you simply press the accelerator and the engine switches on again.

With a claimed fuel efficiency of 4.2 litres/100km (combined cycle), it's certainly a fuel efficient car and low on CO2 emissions, too. However, the down-side is the 6 speed EGC semi-automatic gearbox, which takes some getting used to – more time than the one day I drove it, anyway.

EGC stands for Electronically Controlled Gearbox – basically it's a manual gearbox without a clutch pedal and the clutch is controlled electronically. It can be driven in automatic or manual mode, the latter via the sequential gear stick or paddles on the steering wheel. However, I found gear changes in either mode to be very annoying, entailing a significant back-off in engine revs and speed.

There was also a disconcerting lag between pressing the accelerator pedal and forward movement when starting from a stop position – as I found out to my embarrassment when trying to nip across a busy intersection in heavy traffic. I was assured by the sales people at Melrose Peugeot that the gearbox just takes a bit of getting used to, but I don't think I have the patience!

Last month several club members celebrated Bastille Day with lunch at Le Très Bon Restaurant in Bungendore. Needless to say, we had a terrific meal, complemented by excellent French champagne and some equally fine Aussie bubbly (made locally by Greg Gallagher using the traditional méthode champenoise, but not allowed to be called 'champagne').

Our table was also in front of a warm fire, which was most welcome for our mid-winter feast. Being truffle season, some of us had truffle dishes, while Barry McAdie had l'escargot. French master chef, Christophe, also found the time to leave the kitchen and say bonjour, which was a nice touch. We all left feeling well fed and doubtless looking forward to next year.....

Spring is in the air – it reached 19 degrees the other day – but don't be fooled, winter-like weather can sneak up at any time in Canberra. Indeed, I can recall snowfalls in October in some years past. However, with the day length rapidly increasing, it's easier to get up in the morning and nice to drive home from work in daylight. Furthermore, with winter retreating, venturing out at night is more pleasant, so why not join us at the Weston Club for the next club meeting at 8pm, Tuesday 28 August, with dinner from 7pm. The food is excellent.

Keep on Pugging,

Brad Pillans

P.S. Belated congratulations to club member, Lynne Duckham, who received a medal of the Order of Australia, in June, for her services to the community, most recently Rotary International. Well deserved, Lynne!

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CLASSIFIEDS

FOR SALE

505 GTi

505 GTi, 1988. Maroon. Manual. Good tyres, including two almost new. Runs well. Long service history with club mechanic. \$700 without rego, or negotiable with rego until May 2013. Contact Jens on 0450 284384.

505 Executive

505 Executive auto sedan, 1984. 2 tone grey, blue velour interior, 14 inch Peugeot alloys with tyres at 80% tread, 2.2 litre fuel injected motor, 304,000kms. Service history from 1992. Very good bodywork, excellent interior, brakes and exhaust system. Plenty of life remaining in this fine French lady. NSW registration to August. Tow bar and trailer plug. Price negotiable around \$1750. Located in Wollongong. Contact Frederik on 0404883745.

John Nicholas and his 403s

John passed away recently and his family is trying to clear his 'farm' of the old bit and pieces of 403s he had collected. There are 3 – 4 in the paddocks that need to be looked at and stripped of useful parts before the remains go to the cruncher.

I have not seen the 403 remains but it may well be worth a look for any 403 owners to go out to Wallaroo road to see what can be salvaged.

If you are interested call Mark Nicholas on 6242 7442 or Graham Taylor on 6239 6674 or 9953 4068.

Time frames for looking are several months but the family want to get the place cleared asap.

Graham Taylor

CLUB EVENTS 2012

28 August

Club meeting. The Weston Club at 1 Liardet St, Weston. As usual, the meeting will start at 8 pm, with dinner from 7 pm. Members are encouraged to join the Weston Club (\$5/year, with discount for multi-year membership), but otherwise can be signed into the club by an existing member.

14-16 September

Oh3Weekend. Nowra.

25 September

Club meeting.

13-17 October

Murray Sunset National Park trip. See accompanying story

French Car Drives

28 October

Captains Flat- brunch at Outsider Café.

2 December

Christmas BBQ, Lake Ginninderra.

Calendar

Oh3 Weekend 2012

September
14th-16th



203 & 403 Enthusiasts

*You are invited to take part in this weekend based in Nowra.
Enjoy the South Coast with a spectacular sea-side experience.*

*\$390 for 2 people including 2 nights (Friday and Saturday)
accommodation at Pleasant Way Motel, with 2 hot breakfasts
and 2 three course restaurant dinners. No booking fee.*

Contact Sue and mention Peugeot Car Club NSW

Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

Enquiries Jim Kearns

Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au

Murray Sunset National Park trip

Have you been reading about the PCCV outback trips and thought that you would love to give one a try but don't have the time?

Then this trip could be a great opportunity to get a taste without having to do too many modifications to your car.

As we will be based in the caravan park and the motel next door in Ouyen, this is a trip where you can arrive or depart from Ouyen at a time to suit yourself.

Day trips will be held on Sat. Oct 13 through to Wed. Oct 17. Melbourne to Ouyen is approximately 440 kms and 5 hours travelling time.

ACCOMMODATION

Ouyen Caravan Park. 10 Calder Hwy. Ph. 5092 1426. Some on site vans available – not brilliant but ok. Hilltop Motel. 20 Calder Hwy. Ph. 5092 1410.

ELIGIBLE VEHICLES

Any rear wheel drive Peugeot plus two support 4WDs positions are also available. Because we can leave most things back at



camp standard suspension and standard tyres will be OK. Very important that each car is fitted with FRONT and REAR towing points (tow bar is sufficient for the rear.)

Other necessities are a 12v pump, a tyre gauge, a shovel and any recovery equipment you may have – you will possibly get stuck at some time on the sandy tracks. A fire extinguisher and first aid kit are also a good idea. Please ensure that your car has been serviced and checked over. A very detailed and useful map – Victo-

rian Deserts Touring Guide \$12.95.
Melbourne Map Centre. East Malvern.
Ph 9569 5472.

There will be no entry fee for this trip. For any further information or to put your name down as a participant please contact Hank Verwoert

Ph. (03) 9783 2718 or email verwoert@netspace.net.au

Redex Rerun 2013

The 2013 60th Anniversary Redex Rerun will start in Maitland on the 12th of May and take four weeks to travel to Townsville, Darwin, Alice Springs, then back through SA and Vic to Canberra before finishing in Sydney.

The event will be run as a tour of the original route, modified in order to maximise interest for the entrants. There will be some low key competition in the form of Motorkhanas, Economy Runs etc. but these will be standalone events and there will be no scoring for the overall event, the plan being for a relaxed time for all involved.

The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

We are concentrating on visiting the smaller towns this time, an easier time for the cars and drivers being out of the traffic and we will get plenty of interest and assistance from the smaller rural communities.

There will be chances every now and again to venture into the more remote areas for those who are keen, but the basic route will be on bitumen the whole way.

Enquiries should be directed to Graham Wallis 0429 939619 or ewal7731@bigpond.net.au



East Peugeot Auction



Marulan Track Day - October 2012

Be ready to don your helmets. Our fourth annual family track day at the Marulan Driver Training Centre is coming up on Saturday, 27 October.

It's a great day for everyone from 15-year-olds up and you're all invited – to drive or to make it a social day by watching the action; you can bring lunch or dine at the café. The start is about 8.15 am for check-in, documentation and registration, and to hire helmets if required at \$20 with a \$50 deposit.

Drivers can nominate or be guided to the grouping that best suits their experience and comfort level:

- 1: Juniors - 15 Yr Olds & Up But without a Full Road Licence (We do encourage this).
- 2: Beginners - No experience on track
- 3: Intermediate 1 - Little experience on track
- 4: Intermediate 2 - Some track experience and training
- 5: Female - Restricted to women if sufficient entries (Come on girls/ ladies - we want you)
- 6: Advanced - Club competition level and above

After a short briefing there is a familiarisation walk around the 1.1km track to point out recommended driving lines and suggest gear selections for the corners.

Groups then begin in turn their 12-minute, 10-laps runs with several cycles each until the 4 pm finish.

Another driver can use a car as long as the additional driver is in a different group. Marulan will provide instructors for in-car training and the four participating clubs will each have at least one experienced track driver available for guidance where requested. It costs \$110 per driver plus \$30 for a Marulan day licence good for 12 months unless you already have one or a CAMS licence. Juniors pay \$110 each plus \$20 for the Marulan licence.

Both Licences are paid at Marulan. For \$50 non-drivers can book to ride as a passenger with instructors or experienced track drivers.

This year we require full payment on booking. The cut-off date is 1 October, when places will be open to non club members and it will be first in, best dressed.

We already have quite a few entries already!!! The centre is user friendly, has a lovely trackside café with indoor and outdoor areas, good toilet facilities and accessible up-close spectating positions. The entry form, payments and other details, including car and dress requirements, are on the club website. www.peugeotclub.asn.au, click on Events, scroll down to December. You'll find a PDF Form. Entries can be sent to sporting@peugeot.asn.au.

Or of course can be posted.

NB : Dress requirements : Cotton long sleeve tops and jeans are fine. Joggers : As long as flat soled for driving comfort and safety.

Please visit www.mdtc.com.au for map directions and useful information.

If you don't want to drive in the (wee) hrs of the morning you have two choices of nearby accommodation to choose from, they are:

Bundanoon Hotel : (02) 4883 6005 or visit www.bundanoon.com.au

Ali's Motel (new place) : (02) 4841 1330 Visit : www.alismotel.com.au

Any questions or enquiries can be directed to Helen (Peugeot), helenandneale1@optusnet.com.au or 0413 594 792;

Peter Lubrano (HRSCA), fax 9974 2123 or 0405 991 336;

Richard Cardew (HRSCA), rcardew@primus.com.au or 0405 459 546.

Andrew Collier (Renault), acol4179@bigpond.net.au or) 0414 287 790.

Look forward to hearing from you ALL !!!

208 GTi here from next May

Mike Costello

PEUGEOT Australia will add some sizzle to its forthcoming 208 light-car range with the addition of hot GTi and luxurious XY three-door variants in May next year.

Both models will debut globally at the Paris motor show in September and are expected to mirror the thinly-veiled concept versions that appeared at the Geneva show in February this year.

Peugeot Australia also revealed that the standard 208 will not come with diesel power when the new range goes on sale locally from September this year.

The expansion of the 208 range does not stop with the GTi and XY, with the French company also set to show a crossover SUV version at the Paris show ahead of an Australian debut in late 2013.

Known internally as the A94 but likely to be badged 2008 for production, the 208-based crossover will enter a growing market segment here against other expected newcomers such as the Holden Trax, Opel Mokka, Ford EcoSport and – potentially – the oddball Nissan Juke.

Further details are scarce, but expect the 2008 to resemble the Urban Crossover

Concept displayed at the Beijing motor show in April (see photo below right).

Peugeot Australia director Bill Gillespie told local media today it would have a “chunky, tonka-toy” look about it.

The introduction of the 208 GTi will return Peugeot to its roots, with the lightweight pocket rocket set to hark back to iconic GTi models such as the 205 and 206, with the new model to be more compact and lighter than its discontinued 207 GTi predecessor, which sold here from \$33,490.

The concept was powered by the RCZ coupe's 147kW turbocharged 1.6-litre four-cylinder petrol engine and is expected to carry over into the production model, matched exclusively to a six-speed manual gearbox.

The production GTi is also likely to feature a wider track than the standard 208, as well as larger brakes. The concept version featured 301mm brakes at the front and 249mm units at the rear.

The 208 XY – derived from the word sex’ – will be pitched as a rival for the DS3 from fellow PSA brand Citroën and will feature

luxury touches including leather upholstery and a sunroof, but is expected to also come only with the manual gearbox.

Mr Gillespie said models like the GTi and XY were important for the company going forward in Australia because they would re-establish the brand's sporting credentials.

“(It's about) getting back to our DNA as more of a sporty performance brand than we have been,” he said.

“We need to give ourselves that sort of persona, and in Australia that will give us a point of difference. If you are a European brand, you're going to need a sporty car.”



Mr Gillespie said the 208 range would launch exclusively with petrol power in September. The five-door will be available in two highly-specified equipment levels and powered by 60kW/118Nm 1.2-litre three-cylinder and 88kW/160Nm 1.6-litre naturally aspirated units.

The 1.2 will be offered with a second-generation EGC robotised automatic transmission as well as a five-speed manual, while the 1.6 will get the choice of manual or a conventional auto.

The three-door will initially be offered exclusively in highly specified Feline guise, powered solely by a turbocharged version of the 1.6-litre engine producing 115kW/240Nm and matched to a manual gearbox only, making it a sort of quasi-hot hatch.

Mr Gillespie said the company had been offered the chance to import the base Europeanmarket Access variant, but had opted against chasing a low starting price at the expense of a dearth of standard features.

From goauto.com.au.



Ailing Peugeot may get boot from French Stock Exchange's benchmark CAC 40 Index

Jonathan Ramsay

23 August 2012

The clouds that have been darkening the forecast for Peugeot just keep getting darker. The latest storm front involves the risk of being delisted from the CAC 40, the benchmark index composed of the 40 companies with the “most significant values” among the companies with the top 100 market capitalizations listed on Euronext Paris (the French stock market).

The blow wouldn't just hit Peugeot's prestige, but it's stock price, too – and that has already sunk so low in the five months since General Motors bought into Peugeot that GM is looking at taking a US\$215 million charge.

Peugeot's market-cap of 2.4 billion euros – roughly \$US 3 billion – is 77th out of the top 100 companies on Euronext by valuation.

That's where the phrase “most significant values” comes in; even though it's already well outside the numeric cutoff, the

selection committee for the CAC 40 has discretion and Peugeot is a marquee French company.

This is also where politics come in – cutting Peugeot from the top ranks, even if only in name, especially with speculation that the car-maker would be replaced by a Belgian chemical company, would hurt far beyond the company walls.

A meeting of the selecting committee is expected to take

place the first week of September, and analysts believe that, short of “an exceptionally ‘political decision,’”

Peugeot will find itself outside the club. In that case, analysts expect further selling pressure on Peugeot stock to the tune of seven million shares,

that would force the its price even lower.

The sooner the automaker can get the French government behind its plan to cut its overcapacity in factories and plant personnel, the sooner it can begin to put a stop to the gloom.

Through Autoblog



PSA Peugeot Citroën books first half net loss

Graeme Roberts
25 July 2012

- **Group revenues down 5.1% year-on-year to EUR29.6bn. Automotive division revenues down 10.5%;**
- **Group recurring operating income at breakeven at EUR4m, versus EUR1,157m in first half 2011. Recurring operating income for the Automotive Division at -EUR662m;**
- **Net income, group share of - EUR819m**

PSA half year group revenues fell 5.1% year-on-year to €29.6bn with automotive division revenues down 10.5%. Group recurring operating income was break even at EUR4m, versus €1,157m in first half 2011.

Recurring operating income for the automotive division was a loss of €662m, the net loss was €819m.

Chairman Philippe Varin said: “The group is facing difficult times. The depth and persistence of the crisis impacting our business in Europe requires the launch of the reorganisation of our French production

base and a reduction in our structural costs.”

Outlook

PSA expects the ‘Europe 30’ automotive market to contract further by about 8% while the other key markets will grow: 7% in China, 2% in Latin America and 9% in Russia.

A cost saving plan of €1.5bn by 2015 will supplement cost reduction and cash management plans implemented at the beginning of 2012 will continue. It will lead to break-even in operational free cash flow by end 2014. This plan includes:

- €600m from reorganising the French production base and dimensioning the structural costs of the group, as announced on 12 July. This project is based on ceasing production at the Aulnay plant, the adjustment of the production facilities in Rennes; revitalising of the sites of Aulnay and Rennes, and the redeployment of the corporate overheads;
- €550m reduction in capital expenditure following the ramp-up capacities in Russia, Latin America and China. This reduction will already be significant in 2013;
- Optimising product cost, including the alli-

ance with General Motors, for €350m. Half of these gains will come from the alliance’s initial purchasing synergies and the other half from action plans to reduce design and production unit costs.

These measures will contribute to restoring the automotive division’s performance, by increasing capacity utilisation in Europe and reducing the cost base in Europe, ahead of the full effects of the alliance with General Motors. They will be supported by the continuing upscaling of the brands and by the drive towards increased globalisation, with newly installed production capacities.

Just-auto



PSA Peugeot-Citroën consolidation

Citroën importer for the past 18 years, Ateco Automotive, has confirmed to Go-Auto that its distribution arrangement would cease at the end of this year as a result of a global restructuring of PSA operations.

Ateco and its major shareholder, Neville Crichton, took over the Citroën brand in 1994, when just 112 of the French vehicles, mainly Xantia and XM cars, were sold.

In all, 28,455 Citroëns have been sold in Australia. Many more have been sold to Australian travelers in Europe as part of Citroën's European lease scheme.

Petrol engines to make a comeback

Toby Hagon

One of the pioneers of diesel engines in passenger cars locally is refocusing its efforts on petrol technology.

Peugeot Australia plans to step back from diesel engines and focus more effort on the new breed of fuel efficient petrol engines in the fight to remain relevant and

adapt to changing trends in an increasingly competitive market.

The French brand is joining the chorus of car makers that believes the days of diesel-powered passenger vehicles are numbered and that the growth in diesel-powered cars will plateau and eventually reverse.

Peugeot Australia general manager Bill Gillespie says the brand's upcoming 208 city car may only be available with a petrol engine and that it would be looking at focusing more heavily on the new generation of turbocharged petrol engines in its range that reduce fuel use and boost performance.



“Are people prepared to pay more for diesel?” asks Gillespie. “You’ve got to be doing a lot of kilometres to get your money back. If you’re not doing big kilometres do I need to pay \$3000 more for a diesel and have it cost more at the bowser?”

He said buyers in the smaller end of the market were “voting with their cheque-books” towards new-generation petrol engines. “We’re seeing a lot more a trend towards petrol than diesel ... and it’s not a flash in the pan.”

Sales of diesel-powered passenger cars in Australia have surged 524 per cent since 2005, with 44,722 sold last year. But they still account for only 8 per cent of the passenger car segment, with petrol-powered models still dominant.

Stricter Euro VI emissions regulations due in Australia in 2017 – and in Europe in September 2014 – are expected to make it more difficult - and costly - for diesel engines to meet the regulations.

Already some

brands believe investment in petrol engines is a better bet. The move is a shift for Peugeot, which was one of the pioneering brands in Australia in introducing diesel engines to passenger cars.

Since the 1970s Peugeot has been selling diesel-powered passenger cars locally, with Mercedes-Benz the only other brand that can boast similar longevity in what was then very

much a niche segment.

But Gillespie stresses that Peugeot is not walking away from diesel-powered cars. “We built the brand around diesel. We don’t walk away from that DNA, but we also have to stay relevant,” he said.

Three of the four engines available in its 508 large sedan are diesels, which can more easily absorb the price premium of a diesel engine and potentially better leverage fuel saving benefits.

In Australia most luxury SUVs, utes and serious four-wheel-drives are diesel powered, although even that trend could start shifting the other way. Whereas most of the segment leading Toyota LandCruiser sales are of the V8 turbo diesel engine it was once the other way around.

The Age



Peugeots and ethanol

Is my Peugeot compatible with fuel containing ethanol?

Peugeot Automobiles Australia offers this guide, from information provided to us by Automobiles Peugeot, as to which Peugeot models are compatible with the proposed 10% ethanol content in petrol.

For more information relating to the ethanol issue, visit the Federal Chamber of Automotive Industries' Ethanol Website.

Peugeot Models NOT Compatible with ethanol content: - 205 - 306 (except post 7/97 TU engines) - 404 - 405 - 504 - 505 - 604 - 605.

Peugeot Models Compatible with ethanol content: All Peugeot models excluding those listed above are compatible with ethanol content. (Minimum 95RON Unleaded Fuel)



June bumping out all over

Peter Wilson

New car buyers pounced on the bargains in the end of the financial year sales in June and bumped up figures everywhere to make the month an Australian record.

It seemed that many Peugeot buyers had been holding out for the season of incentive pricing because Peugeot Automobiles Australia experienced its best monthly result in two years.

Peugeot scored 618 new registrations in June after five months of ups and downs, according to official industry figures. While other makes also enjoyed good results in June, Peugeot was one unit ahead of Volvo (617), which had strong sales earlier in the year, Renault (540), which outsold Peugeot in May, Škoda (445), which has enjoyed steady growth this year, and Citroën (158), its second best 2012 result.

This was achieved while Peugeot was still two dealerships down in the east and south of the important Sydney market. However, this lack of presence won't be for long. It is understood that Peugeot has lined up some enthusiastic new principals and that the corporate blue paint could be applied to some showroom boxes in the next month.

Australian dealers have been scram-

bling recently to get an Opel franchise – after 200 hats were thrown in the ring Opel Australia chose an initial 17 metropolitan outlets, including four in Sydney.

But one industry observer predicted Opel would take a while to make its presence felt. Peugeot already had a strong and increasing footprint in Australia (The Pugilist estimate is that there are now over 87,000 Peugeots on the road here). Peugeot had the advantage of being an attractive, long-established European brand with a big range of stylish cars that would fit nicely beside the biggest selling brands of a multi-franchise dealership, he said.

In addition, a principal's wife would much prefer the occasional trip to Paris to a visit to Japan, Korea or Opel's headquarters in Rüsselsheim, Germany.

Peugeot's June result was a healthy surge in sales after the dip to 337 in May and was also ahead of the previous June's sales of 607 units. The brand registered strong sales of 308s, 4007s and 508s.

Peugeot's 1.8 per cent gain on June 2011 was less than the industry trend of 17.1 per cent, which included a 6.5 per cent rise in the number of diesel passenger cars. Its first six months' result of 2,639 units was 757 units down on the same period last year. June has traditionally been Peugeot's best month, with six Junes in the past 10 years returning over 700 units.

Peugeot is still in the process of refreshing its model line-up and has introduced the petrol-driven 4008 crossover in line with the demand

for compact SUVs.

Compact SUV sales showed the extraordinary growth of 66.8 per cent since the previous June but the Federal Chamber of Automobile Industry noted the big recent action in SUVs is in diesels.

Utes are the other hot category – this year the Toyota Hi-Lux has been Australia's second top-selling model, trailing the Mazda 3's 21,813 sales this year with 19,412 – but Peugeot has not brought any to Australia since the early 1970s; since ending production of the African 504 utes Paris has switched its hauler output to Eurovans.

The French-hearted 4008 diesels were going gangbusters in June with 138 registrations compared with 37 the previous June, while new owners claimed 21 3008s (33 in June 2011).

Sixty 4008s found buyers and in some cases there were shortages of some variants until this month's shipment from Japan. It's still early days for this model with the Good Weekend cover campaign and TV ads still to kick in but it is said to be fulfilling the aim of attracting a new type of buyer to Peugeot.

Australia (as well as New Zealand and South Africa) has received the 4008 ahead of Europe and Paris is watching the reaction to its reworking of the Mitsubishi ASX, which ranked sixth in the compact SUV category here last year. Citroën

also has a toe (or tyres) in the local water with its Aircrosser turning up. The press has acknowledged the Pug has a premium appearance to its Mitsubishi sibling and has the extra fruit and a better ride to justify the difference in price.

Homebush did careful homework and came up with a target for 900 sales this

year. Its priority now is adjusting its orders so that it has supplies of the variants in keenest demand on the showroom floors. In contrast to Peugeot achieving its strong growth in the past decade through its economical diesels, the company spruiked the economies of its latest petrol technology at a press conference in Melbourne last month.



At 195 units, the 308 was the top-selling Peugeot in June but it did considerably better with 331 the previous June. Cashed-up VW's Golf dominated interest in this European category and with an exceptional result 2,746 units outsold the Commodore in June.

However, at 115 units, the 508 was working its magic at last. It has been moving well this year. The 207 slumped to 46 units (129) as small car buyers await its replacement. The 207CC won eight hearts while the 308CC won five. Peugeot also sold 21 RCZs (41), one Expert (four) and eight Partners (20). June's total of 112,566 new vehicle deliveries puts the nation on track for another year of a million-plus.

June Peugeot sales

| Model | 2012 | 2011 |
|-------|------|------|
| 207 | 46 | 129 |
| 207CC | 8 | 25 |
| 308 | 195 | 331 |
| 308CC | 5 | 9 |
| RCZ | 21 | 41 |
| 508 | 115 | 9 |
| 3008 | 21 | 33 |
| 4007 | 138 | 6 |
| 4008 | 60 | 0 |
| Vans | 9 | 24 |
| Total | 618 | 607 |

Sergio Pininfarina dies

The Italian godfather of car design, Sergio Pininfarina, renowned for crafting sleek Ferrari race cars and revolutionising everyday automobiles, died on 3 July after a long illness, aged 85.

It was a reminder that a wonderful fringe benefit of Peugeot ownership for half a century has been having a classic Pininfarina design without having to pay a Ferrari or Maserati price.

Sergio, with a degree in mechanical engineering, had been working for his father's respected independent design house in Turin for a year when Automobiles Peugeot in 1951 sought a distinctive and lasting look for its new 403 sedan. The resulting new Peugeot that came out in 1955 was a bigger success than the family had dreamed of and more than a million units were produced, a company first.

Sergio was instrumental in forging a partnership that led to the Italians styling, designing and producing complete cars for Peugeot, well before inter-company collaboration became the European fashion.

They were niche cars, coupés and cabriolets. Pininfarina produced the bodies which were then sent to France where the mechanical parts were assembled. A series of numbers and successes followed: the



Pininfarina's 403

company designed the 404, 204, 305, 504, 505, 205 [cabriolet], 405, 605, 306 and 406, though only some had the variations.

The 406 Coupé brought a new dimension to the alliance. For this, Pininfarina also had responsibility for its industrialisation and production and realised numerous models and research prototypes on a Peugeot mechanical base. It was a new car, sharing only the floor

pan, mechanicals and range topping engine with the 406 sedan, and acclaimed for its kinship with the distinctive Ferrari look.

However, after that landmark model, Peugeot returned to its own designers. Sergio never pretended to be a car designer even though his surname is the personification of Italian vehicle styling. He did almost everything else in the 50 years he ran the family business he took over from his father,

Battista "Pinin"

Farina. Sergio was an entrepreneur and engineer, as well as a politician who advocated a single Europe and worked to improve Italy's industrial competitiveness. And, of course, he was a design director. But Sergio never took credit for designing any single car, though some associates say the 1973 Lancia Beta coupe came straight from his pencil.

He did have the final word on everything that came out of the Pininfarina studio after 1966. And his influence on the evolution of



404 Cabriolet

car design around the world may be unmatched.

An important part of Sergio's legacy is the respect he brought to the design profession. A century ago, designers counted for nothing," he said in October 2000. "They were just makeup artists whose job was to make the engineer's work look good."

Sergio always kept abreast of the latest technology, becoming an early advocate of the need to reduce car emissions and increase fuel economy. He was excited by the concept of hybrid vehicles and, in 1972, opened the first wind tunnel in Italy. The company now has a high focus on electric cars.

The Pininfarina studio has designed almost every production Ferrari since the early 1950s. "Ferrari would have not been

and built by Pininfarina more affordable.

With the 1955 Alfa Romeo Giulietta Spider he achieved that goal. In 1955, Pininfarina built just 934 units, all handcrafted. But moving to stamped panels, the company would produce 27,437 units of

Ferrari without Sergio Pininfarina," said Sergio Marchionne, boss of Chrysler and Fiat, which owns Ferrari.

The young Sergio also sought to evolve the coach-building side of the family business. Under his guidance, it went from turning out a few handmade units for wealthy buyers to higher volume, industrial production. His idea was to "democratise design" by making the vehicles styled

the Giulietta Spider over the next 11 years.

In the process, Sergio changed the firm from a coach-builder to an industrial company that would manufacture 198,107 Fiat 124 Spiders between 1966 and 1985; 110,128 Alfa Spiders between 1966 and 1993; and 107,633 Peugeot 406 coupés from 1996 to 2004.

Boutique corporate work included Lavazza coffee machines and the torch for the 2006 winter Olympics in Turin. Sergio was also a politician who fought for his dream of a strong united Europe long before the current European Union was formed in 1993.

Between 1979 and 1988, he was a



The elegant 504 cabriolet



504 coupé

member of the European Parliament in Strasbourg, France, where he championed Italy's industrial interests. In September 2005, Sergio was named a life senator of the Italian republic. Just five Italians at a time share the title, which is given to individuals for outstanding achievement in social, scientific and artistic fields.

Sergio's private life was blighted by the death of his son Andrea, Pininfarina's chairman and CEO, in a motor scooter accident in August 2008.

Sergio's son Paolo succeeded Andrea while Sergio's daughter Lorenzo handled public relations. Sergio always recalled with emotion the first customer his father wanted him to work with personally. In 1951, when Sergio was just 25, Battista decided his son would deal personally with Ferrari.

"I was scared to death because Enzo Ferrari was already a legend in car racing and, notoriously, he was not an easy man to



205 GTi Cabriolet

deal with," Sergio said. "At the same time, I was proud: My father gave me a great chance."

Ferrari chairman Luca Cordero di Montezemolo said: "First with Enzo and then with me, Sergio Pininfarina designed some of the

most iconic [Ferrari] models, such as the Testarossa or the Enzo, just to name two. Also, there is the work we've done together for the Maserati Quattroporte, which remains one of the most beautiful cars ever built."

Sergio was especially proud of the 1965 Dino Berlinetta Speciale, a concept car that

deeply influenced the design of rear-engine Ferraris for the next four decades. The concept was special to him because it was designed without the close supervision of Battista, who was seriously ill and had embarked on a long trip abroad.

Battista liked the Dino Berlinetta Speciale, calling it his first “daughter-in-law design.” A year later he formally passed the company leadership to Sergio, who had been heading the day-to-day operations for many years.

— From Automotive News Europe, the London Daily Telegraph and The Pugilist.



Pininfarina's exquisitely designed 406 coupé



Peugeot Nautilus, Pininfarina concept car, 1997

PAC Minutes of General Meeting 8.00pm 24 July 2012 Weston Club Weston ACT

Persons Present

| | |
|---------------|-----------|
| Brad Pillans | President |
| Ross Stephens | Secretary |
| Neil Birch | |
| Jim Taylor | |

Apologies

Bill McNamee
Neil Sperring

Introduction

1. The meeting was opened at 8:11pm by Brad Pillans following dinner in the Weston Club bistro. As there were insufficient members to make a Quorum no business was conducted.

Previous meeting

2. The minutes of the 22 May meeting were read and accepted, there being no matters arising.

Financial position

3. The Treasurers Report was not presented.

Secretary's report

4. Inwards correspondence

a. Receipt from the CACTMC for Affiliation fees.

5. Outward correspondence

b. Letter of Approval for a CRS vehicle to be used in a non-club registered event, including the waiver of mileage requirement. For Mr Jim Taylor's participation in the Classic Outback Trail event.

Council of ACT Motor Clubs

6. Delegate's Report points of interest read.

General business

7. Brad reported on the Bastille Day lunch was a success with seven attendees.

Close

8. The Meeting closed at 8.29pm. The next meeting will be held on 28 July 12.